

THE NEW BUREAU OF FORESTRY

On the first of July the Division of Forestry and three other scientific divisions of the United States Department of Agriculture were advanced to bureaus. This was provided for by the last session of congress, which appropriated for the expenses of the Bureau of Forestry during its first year \$185,440. The appropriation for the Division of Forestry during the year just ended was \$88,520. For the year 1898-99 it was \$28,520.

These figures show how rapidly the forest work of the government has expanded of late and also how well it has commended itself to congress. There was a time when the practical value of the scientific investigations carried on by the government was not fully understood and farmers were inclined to think that the money spent on experiment stations and chemical laboratories was of little benefit to them. Now the case is very different. The improvement in agriculture due to the work of the department have increased the value of the farm products of the country by many millions of dollars annually. As this kind of work has proved its practical utility congress has shown itself generous toward it. The readiness with which congress has increased the appropriations for the division of forestry is the best evidence that forestry has proved its importance from a business standpoint.

The change from a division to a bureau and the larger appropriation, will make possible both an improved office organization and more extended field work.

The bureau will be provided with a much larger office force and will be organized in three divisions. But field work, not office work, is what the bureau exists for. This work has been going on during the last year from Maine to California and from Georgia to Washington. It includes the study of forest conditions and forest problems all over the country, the giving of advice to owners of forest lands and the supervising of conservative lumbering operations which illustrate forest management on business principles. This work can now be greatly extended. Private owners of some three million acres have applied for this advice which in every case requires personal examination, and about 177,000 acres have been put under management. This land is in many tracts, large and small, and is owned by individuals, clubs and corporations. Several state governments have also asked the aid of the Bureau. But the greatest demand is that of the department of the interior of the national government which has asked for working plans for all the forest reserves with the enormous total area of about 47 million acres.

The bureau of forestry is made up of the division of forest management, the division of forest investigation and the division of records. Each of these continues with enlarged facilities, work which was in progress under the old division of forestry.

The division of forest management is in charge of Mr. Overton W. Price, the former superintendent of Working Plans. When the owner, private or public, of woodland wishes to consider the possibilities of his property if handled as a constant source of timber supply, the tract must be examined by an expert to ascertain the condition of the standing timber, the prospects of reproduction, the facilities for marketing, the best method of harvesting the present crop so as to secure the largest present and future yield, and the likelihood of success under management. A preliminary report is then made. If the owner decides on management, a working plan follows. This involves a careful study of the rate of growth of the different kinds of marketable timber, the computation of the proper interval between cuttings and of the amount of timber to be harvested and, if desired, the recommendation of the necessary regulations to enable the work to go on under contract. All this falls to the division of forest management.

The division of forest investigation, under the charge of Mr. George B. Sudworth, makes studies of trees, of their rates of growth, distribution, reproduction, and habits, and investigates all the forest problems connected with fires, lumbering, grazing, tree planting, stream flow and erosion.

The Chief of the Division of Records is Mr. Otto J. J. Luebkert. It takes charge of all office and routine matters, and also has custody of the library of literature bearing on forestry, and of a unique collection of photographs, which is continually being added to, illustrating forest conditions all over the United States.

The result of the work of the division has been to turn practical forestry in the United States from a doubtful experiment into an assured success—special studies of some of the most important trees, commercially, have been made, from which can be calculated their probable future yield. Cheap methods of harvesting the present lumber crop without injuring the productivity of the forest have been put in operation. Such company and

The Deering Harvester company have been led to undertake conservative management of their forest properties. Meanwhile the work of tree-planting, particularly in the almost treeless Western states of the plains, has been furthered; the relation of the forest to the volume of streams, erosion, evaporation and irrigation have been studied; matters connected with irrigation and water supply have been made in the direction of regulating grazing in the Western reserves in a manner fair both to the important interests of cattle and sheep owners and to those who look to the reserves as a source of continuous supply of wood and water, and studies of forest fires were conducted with a view of reducing the great yearly loss from this source, a loss which has been estimated at \$50,000,000.

Field work is to go on this summer in seventeen states. There are in all 179 persons engaged in the work of the bureau. Of this number 81 are student assistants—young men largely college students, who expect to enter forestry as a profession, and who serve during the summer on small pay for the sake of experience gained.

PERILS OF COCAINE.

Dr. T. D. Crothers characterizes cocaineism as one of the three great scourges of the world, alcoholism and morphinism being the other two. There is an enormous increase in the quantity of cocaine imported and not more than one sixtieth of what is now sold is used for legitimate purposes. The vice of cocaineism is spreading alarmingly among the poor as well as the rich, as the drug is becoming much cheaper. A one ounce package which less than five years ago cost about \$6, can now be purchased for 75 cents. One result of this cheapening is that the cocaine habit is becoming common among tramps and paupers as well as business and professional men and in New Orleans and some other parts of the South and West the drug is freely bought in 5 cent packages. Dr. Crothers regards the use of the drug, even as a local anaesthetic for surgical purposes, as exceedingly dangerous, especially in cases where the subsequent reaction is characterized by headache, lassitude and depression. It is almost a specific for catarrhal troubles and through using it as a remedial agent unconsciously many persons, charmed with its speedy and delightful results, become addicted to it habitually and finally become slaves to its use. The first effect of cocaine in small doses is to create a feeling of elation, of greatly increased mental and physical superiority and of freedom from care and anxiety. The morphinist takes it to relieve the sense of depression following the use of morphine; the hard drinker in using it banishes his remorse and obtains a sense of elation and abnormal exaltation. But the habitual cocaineist cannot long remain undiscovered. If he be a lawyer, a writer or a clergyman, he shows marvelous fluency and prolixity of speech. He has plenty of words but they are apt to be irrelevant, and his sentences are involved. In letter writing he betrays his secret vice by his diffuseness without directness.

ABOUT SHERLOCK HOLMES.

Sherlock Holmes, Conan Doyle's hero, was drawn from life. Dr. Doyle original still lives in the flesh in the person of an Edinburgh professor of medicine. Dr. Doyle studied under him. "Gentlemen," this wonderful professor would say to his students, "I am not quite sure whether this man is a corker or a slater. I observe a slight hardening on one side of his forehead and a little thickening on one side of his thumb, and that is a sure sign he is one or the other." "Ah!" he would say to another patient, "You are a soldier and you have served in Bermuda as a non-commissioned officer," and then turning to the students he would point out that the man came into the room without taking off his hat, as he would enter the orderly room; that his air showed he was a non-commissioned officer, and that a rash he had on his forehead was known only in Bermuda. It was from this man that Dr. Conan Doyle evolved Sherlock Holmes, the man who saw a clue to a murder in a broken twig and seemed a criminal from a tear in a piece of paper.

The killing of Sherlock Holmes is now considered by Dr. Doyle's friends to be one of the greatest mistakes ever made by the author. "It must have been like blowing up a gold mine," says one of them. "There were undeveloped resources of untold wealth in Sherlock living, but with his death all his intrinsic value passed away. It was in Switzerland that Dr. Doyle decided that Sherlock must die, and a novelist friend with him at the time, Silas Hocking, suggested that since Doyle insisted on killing the goose that laid the golden egg he might take the detective out Zermatt way and drop him over a precipice. That is exactly what the author did, and Sherlock Holmes had hardly fallen down that fearful crag before Dr. Doyle be-

gan receiving letters from ladies beginning, "You beast!" But he has never regretted his disposal of his famous character. It is said, and has himself the poorest opinion of the stories in which Sherlock Holmes was the central figure.

WHERE DO YOU GET OFF?

It is a wise thing to know when to get off a train, but prudence would suggest that you get off when the train is standing still, as you would no doubt be worth more to your family by doing so.

Now let us help you decide WHERE TO GET OFF. If you are preparing to take your summer vacation, why get off at Galveston, Laporte, Seabrook or Port Lavaca. Our trains all stop at Houston and make close connections with G. H. and N. and N. Y. T. and M. railways for points mentioned, and with the San Antonio and Aransas Pass Railway for Rockport, Corpus Christi and Aransas Pass.

All the hotels at these points are modern in their appointments and you will find the surf bathing, boating and fishing just what you need in the way of relaxation. Local agents of the Houston and Texas Central railroad will be glad to quote you rates, or you should write to S. F. B. Morse, Passenger Traffic Manager, Houston, Tex., M. L. Robbins, General Passenger and Ticket Agent, Houston, Texas, or A. G. Newsom, division Passenger Agent Dallas, Texas.

THE BURLINGTON ROUTE GREAT TRAINS.

THE FAR NORTHWEST from Kansas City or Denver, the "Burlington Northern Pacific Express," for the Black Hills, Wyoming, Montana, Spokane, Tacoma, Seattle, Portland.

FOR CHICAGO AND NORTH.—Through sleepers Austin to Chicago, via M. K. and T. Railway and Hannibal. Very Fast Time, Texas to Chicago.

KANSAS CITY NORTH.—Two fine trains daily to Omaha, St. Paul, Minneapolis.

KANSAS CITY TO CHICAGO.—The famous "Eliz," with dining and library cars.

The highest grade of wide vestibuled, Pintsch lighted equipment.

Write for descriptive matter, rates and information.

C. L. BEECH, Traveling Passenger Agent, 309 Scollard Building, Dallas, Tex.

L. W. WAKELEY, General Passenger Agent, St. Louis, Mo.

HOWARD ELLIOTT, General Manager, St. Louis, Mo.

COMMERCIAL CONGRESS.

Trans Mississippi Commercial Congress, Cripple Creek, Colorado, July 16 to 19, 1901: All Agents—For the above the following is authorized:

Rate: one regular standard fare—not temporarily reduced plus \$2 for the round trip.

Selling dates: July 15 and 16, 1901.

Limits: Transit limit continuous passage in each direction, going trip to commence on date of sale and return trip on date of execution. Final return limit leaving Cripple Creek on July 31, limit tickets August 2, 1901.

HAULED THE LINCOLN FUNERAL TRAIN.

Locomotive No. 1,990 on the Pennsylvania division of the New York Central and Hudson River Railroad, taken out of commission several days ago, did service for thirty-eight years and was famous for having drawn the funeral train of Abraham Lincoln over the Cumberland Valley railroad in 1865. The locomotive was built in the Baldwin locomotive shops in Philadelphia, and was in on the Cumberland Valley Railroad until five years ago, when it was sold to the Pittsburgh & Eastern railroad. When this road was absorbed by the New York Central last year the engine was put into yard service.

NO LOT OF EMBROIDERY REMAINS. ALL WIDTHS AND GRADES AT HALF VALUE.

HECHTS.

To any one desiring really in this country for investment or speculation purposes we would call attention to the advertisement of Mr. J. J. Westcott, the real estate dealer of 475 Crockett street, where personal integrity and long residence in the county especially equip him for such transactions.

Duff & Duff, attorneys at law, have moved from their former rooms in the Blanche Building to their new chambers, 15, 16 and 17 in the Cordova Hotel Annex, next to the Government building.

Ladies' August fashion sheets are in, all patterns to cents each and fit guaranteed at Flower Department Store.

See F. W. Hettman & Co. for corrugated roofing, felt roofing, nails, railroad spikes, oil well pipe, etc.

RAILROAD TIME TABLE.

SOUTHERN PACIFIC.

| East Bound. | Arrives. | Leaves. |
|-------------|----------|----------|
| No. 6 | 7.10 a m | 7.15 a m |
| No. 8 | 9.50 p m | 9.55 p m |
| No. 10 | 9.05 a m | 9.10 a m |
| West Bound— | | |
| No. 5 | 6.55 p m | 7.00 p m |
| No. 7 | 6.25 a m | 6.30 a m |
| No. 9 | 7.45 p m | 7.50 p m |

SABINE & EAST TEXAS.

| Huntington Division. | Arrives. | Leaves. |
|----------------------|----------|---------|
| North | 8.00 a m | |
| South | 6.11 p m | |
| Sabine Division— | | |
| North | 5.45 p m | |

KANSAS CITY SOUTHERN.

| South Bound. | Arrives. | Leaves. |
|--------------|-----------------------|----------|
| No. 1 | 8.42 p m | 8.42 p m |
| North Bound— | | |
| No. 2 | 7.48 a m | 7.48 a m |
| Local— | | |
| Leaves | 9.40 a m and 5.00 p m | |
| Arrives | 9.30 a m and 4.50 p m | |

| GULF, BEAUMONT & KANSAS CITY | Arrives. | Leaves. |
|------------------------------|-----------|---------|
| North | 10.15 a m | |
| South | 6.00 p m | |

GULF & INTERSTATE.

| Leaves | Arrives |
|--|----------|
| 8.30 a m | 4.30 p m |
| Trains Tuesdays, Thursdays and Saturdays | |

SUMMER RESORTS.

The splendid attractions of the summer resorts on the Chicago, Milwaukee and St. Paul railway offer to travelers special inducements to spend the vacation days in the wild woods of Wisconsin with rod and gun, or at the health giving watering places, made justly celebrated the world over. The inland lakes nestling among scenery as picturesque and as grand as imagination can conceive, is a masterpiece of nature's wonderful creations. The spruce laden at mosses or the forests is pure and invigorating and one spending the summer among the lakes and dells will return with happy memories of pleasant days. The Milwaukee's palatial trains make travel a pleasure; they are constructed on lines of elegance and comfort. Electric birth reading lamps peculiar to this road alone, serve to make these trains particularly attractive to tourists, and especially to ladies traveling alone with children or in small parties.

For booklets, entitled Summer Homes, Hunting and Fishing in the Lake and Country and detailed information, address M. F. Smith, Commercial Agent, 249 Main St., Dallas Texas.

A SUMMER TRIP.

The trip to Salt Lake City or the Pacific Coast via Salt Lake City by way of the Rio Grande Western Railway in connection with the Denver and Rio Grande or Colorado Midland roads is the grandest in America.

No European trip of equal length can compare with it in grandeur of scenery or wealth of novel interest. Then Salt Lake City itself is a most quaint and picturesque place and well worth the journey to see its Mormon Temple, Tabernacle, Titling Office and Church Institutions; its Hot and Warm Sulphur Springs within the city limits; its delightful temperate sunny climate and its Great Salt Lake—deader and denser than the Dead Sea in Palestine—are but a few features of Salt Lake City's countless attractions. There are parks, drives, canyons and beautiful outlying mountain and lake resorts. Imagine if you can, a bath in salt water a mile above sea level and in water in which the human body cannot sink. Inquire of your nearest ticket agent for low tourist rates to Salt Lake City or write for information and copy of "Salt Lake City—the City of the Saints" to George W. Helms, General Passenger Agent, Salt Lake City.

EXCURSION RATES.

On July 20 and 16th, August 6th and 20th, and September 3d and 17th the H. and T. C. railroad will sell from all stations, round trip homeseekers' tickets to all points in California, at rate of one first class limited fare, plus \$2. The going transit limit on these tickets will be fifteen days, and the final limit leaving destination twenty-one days from date of sale.

This line is equipped with first class sleepers and free chair cars to Houston, making direct connections with the Southern Pacific Sunset Route for California, which line operates through excursion sleepers.

In addition to this, through sleepers are operated between Houston and Denver Road, from which point connections are made with trains for California.

Ask your local agent for rate or write S. F. B. Morse, P. T. M. or M. L. Robbins, G. P. and T. A., Houston, Tex.

NATHAN SELLS CHEAPEST.

TEXARKANA & FT. SMITH

Railway



Company

Shortest Line and Quickest time to Shreveport, Texarkana, Hot Springs, Fort Smith, Joplin, Kansas City, Chicago and Omaha. Through Pullman Buffet sleeping cars to Kansas City. Free reclining chair cars. Double daily service to Port Arthur. Spend Sunday in the future pleasure resort of the South. Call up our ticket office.

J. E. SMITH, City Ticket Agent; J. C. MOW, Commercial Agent, Beaumont, Texas. C. E. SWINDELL, G. P. and T. A., Texarkana, Texas.

"SUNSET ROUTE."



The Best Service In The South Between

Points in Louisiana, Texas, Mexico and California

Nothing Superior to the "Sunset-Central Special" or Pullman Standard and Excursion Sleeping Car Service, operated via Sunset Route and its connection, to all points North, East, Southeast and WEST

CALL OR WRITE FOR PARTICULARS.

S. F. B. MORSE, Pass. Traffic Mgr. Houston Texas. L. J. PARKS, Gen. Pass. & T. A.

Study the Routes!

Before deciding how you will go to San Francisco for The Epworth League General Conference

learn just what inducements the various lines offer. There is no difference in the price. However, the service, equipment, schedules (time on the road cost money) and territories of the various companies admit of some preference.

If you enjoy comfort and satisfaction, use the handsomest trains, having Pullman Palace and Observation Sleepers, with the only dining-car service from Texas, take the only road operating regular through trains to Colorado points, the one which gives you choice of SIX different routes beyond Colorado with full stop-over privileges at Salt Lake City, among the Rocky Mountains, etc. Let us assist you. Write us about our special party arrangements, tourist sleepers, etc.; and remember that "You Don't Have to Apologize for Riding on The Denver Road!"

W. F. Sterley, A. G. P. A., A. A. Glisson, G. A. P. D. Chas. L. Hull, T. P. A.

THE FORT WORTH & DENVER CITY RY., Fort Worth, Texas.

N. B.—If you want to travel with friends going to Colorado Resorts or the Colorado Chautauq, you'll be our guest of course. "The Denver Road" is the one Colorado Tourists use.

PAN-AMERICAN EXPOSITION

Best reached by the through service via Cincinnati, effective on and after June 1, of the



SLEEPING CAR WITHOUT CHANGE

New Orleans and Buffalo

An evening departure from New Orleans and a morning arrival at Buffalo.

DINING-CAR SERVICE AND BUFFET-LIBRARY CARS

En route. Particulars of agents of connecting lines, or by addressing C. H. EYAN, T. P. A., Illinois Central R. R., San Antonio, Texas.

A. H. HANSON, W. A. KELLOGG, G. F. A., Chicago. A. G. P. A., Louisville.

SUMMER HOMES.

In the LAKE COUNTRY of Northern Illinois (Wisconsin, Minnesota and the Upper Peninsula of Michigan, on the line of the

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

Are hundreds of most charming Summer resorts. Among the list are: Fox Lake, Delavan Lake, Lake Geneva, The Lauderdale Lakes, Waukegan, Oconomowoc, Palmyra, The Dells at Kilbourn, Elkhart Lake and Madison, Minocqua, Star Line, Fremont, White Bear, Minnetonka, Maquette, Spirit Lake, Osceola, Big Stone Lake, etc., etc.

For illustrated booklets

SUMMER HOMES FOR 1901

AND IN THE LAKE COUNTRY

send address with 4 cents in postage to

F. A. MILLER, General Passenger Agent, C. M. & St. P. Ry., Chicago, Ill.

Another Railroad....

FROM TEXAS TO THE North and East



EFFECTIVE MARCH 10, 1901, ANNOUNCES THE COMPLETION OF ITS

Red River Division To DENISON and SHERMAN TEXAS.

It Shortens the Distance. It Opens New Territory.

Pan-American Exposition BUFFALO, May to Nov. 1901.



Reduced Rates, Finest Service and Fastest Time via

LOUISVILLE & NASHVILLE RAILROAD.

Double Daily Trains from NEW ORLEANS and MEMPHIS

with through car service.

For Descriptive Literature, Time Cards and Map address, P. W. KILKENY, Div. Pass. Agt., New Orleans. S. W. KINGSLEY, Div. Pass. Agt., Dallas.